

COUNTRY East Germany SECURITY INFORMATION [REDACTED]
Approved For Release 2001/12/12 : CIA-RDP80-05800A000800
TOPIC Mahlwinkel Airfield

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EVALUATION [REDACTED]MINED [REDACTED]

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DATE OF CONT [REDACTED]DATE OBTAINED [REDACTED] DATE PREPARED 4 March 1953REFERENCES [REDACTED]PAGES 1 ENCLOSURES (NO. & TYPE) [REDACTED]REMARKS [REDACTED]

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1. In January 1953, source observed that work was in progress in the extensions of the runway at Mahlwinkel airfield. The cut timber was being cleared away and the last trees were being cut. No construction material or runway mats were observed arriving at the field up to 3 February.
2. Most of the narrow-gauge field railway tracks which extended from Tangerhuetten to the field were being shipped away in January. A small portion of ties and rails were still stored in the vicinity of the field in early February.
3. About 30 laborers and construction superintendent Blaurock (fnu) were employed at the field up to 3 February. They were to be transferred to Berlin on 7 February for construction work on the railway bypass, where one Klingenberg (fnu) allegedly was the construction superintendent. Blaurock was to assist Klingenberg. The former Russian billets were still guarded by two civilians from Mahlwinkel.
4. On 1 February, a construction worker said that he believed that the soil at the field will never become solid. He further stated that improvement work was carried out in accordance with the Soviet orders although the Baununion had repeatedly expressed great doubt as to the efficiency of the construction method.

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1. Comment. Clearing work at Mahlwinkel airfield was apparently completed in early February 1953. There were no indications that steps have been taken to render the surface of the landing field more solid.

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